

RAILROADS ALL OVER COUNTRY REFUSE PERISHABLE FREIGHT

points of the Adamson bill and at the same time make it possible for employers to take their complaints before the commission for a hearing on which judgment should be given. It has no part in the arrangements made by those who are acting in close accord with the President.

Drafts of the laws proposed by the President as they stand to-day before the Senate Interstate Commerce Committee followed closely the lines laid down by the President in his address to Congress.

The eight-hour law would impose a penalty ranging from \$100 to \$1,000 a day for each day of violation and also no time when it is to become effective. That is to be left to Congress.

It provides that upon the report of a wage commission the Interstate Commerce Commission shall determine if freight rates should be increased, that the pay for the eight-hour day shall not be reduced below the present ten-hour standard and that for all services in excess of eight hours employees shall receive pro-rata pay.

The Compulsory Investigation Bill is modeled after the Canadian Act which forbids a strike or lock-out during investigation. Railroads and labor heads would be penalized from \$500 to \$5,000 a day if a lock-out or strike were called during deliberations of the board.

The other bill provides for government operation of the railroads in case of military necessity.

Chairman Adamson of the Interstate Commerce Committee of the House, gave out a statement in which he said that the three Democrats who were in the non-partisan conference of leaders with President Wilson at the Capitol last night had come to an agreement that all but two of the President's suggestions for legislation to head off the strike could be passed by the House at once. They did not believe that the House would go on record as saying the railroads were entitled to an increase of freight rates, Mr. Adamson said, nor did they believe there was any possibility of enacting a law which would favor of compulsory arbitration.

"This is the best thing that could happen to organized labor at this time," said Garretson, when informed that he would have his hour on the floor of the Senate to-morrow. "We're getting ready now to go into this thing even more minutely than we have with the President. No, I won't say now whether we will accept a truce of thirty days or any days. Let us wait to see what develops up to Saturday noon."

UNION HEADS CONTINUE STRIKE PREPARATIONS.

The Brotherhood officials continued their activity to-day in completing plans of the strike. Thirteen general chairmen who had stayed over after the others rushed to their home towns were ordered to their headquarters to-day. All are heads of Eastern locals of the Brotherhoods.

"We don't want any chairmen hanging around Washington right now," Garretson commented. "The place for them is at their respective stations. I guess the four chiefs can do the rest."

Garretson is banking on Senator La Follette to save the day in the Senate. La Follette has a fight on now in his own bailiwick, but he sent word last night that he would be on here by to-morrow morning. The Brotherhoods say La Follette will fight for the eight-hour day and oppose compulsory arbitration.

In both branches of the national Legislature there is gradually developing the widest differences of opinion both in regard to the eight-hour bill and the entire White House programme. Representative Kitchen is expected to lead the fight for the eight-hour bill in the House, but he says he is going to give a lot of thought to the entire programme before pushing any part of it through. He leans to the opinion that the eight-hour bill cannot be put through either branch this week. Senator O'Gorman is waiting and thinking.

Senator Wadsworth is not at all reticent.

"I'm against putting through eight-hour legislation," he says, "before the subject has been thoroughly investigated."

This seems to be the opinion of most of the Republican Senators. Representative Mann refuses to be quoted one way or the other.

HOPEFUL ABOUT EIGHT-HOUR BILL.

Senator Newlands believes the 8-hour bill can be passed before midnight Saturday. That is the aim of

the Administration. If it can pass the eight-hour bill and the investigation bill the President will be satisfied. It would then be up to the Brotherhoods to say whether they will go ahead or consent to a truce of a month or two pending the outcome of the legislation.

The first legal phase of the situation developed with the temporary injunction issued by a local court in Nebraska restraining the conductors from calling or enforcing a strike on the Union Pacific. This brought up for the first time the effect of the much discussed Clayton anti-injunction act passed by Congress at the behest of labor.

The Brotherhood leaders unreservedly expressed the opinion that the injunction was in contravention of the law and could not stand. There were intimations that similar injunctions might be sued out in different parts of the country where the sentiment of the men is known to be against the strike.

Inquiry among Senators, including progressive Republicans and Democrats, who might object to certain suggestions as being too favorable to the railroads, showed the following as being most likely to be acceptable:

The eight-hour proposition, authorization of a commission to study and report to Congress on the effect of the eight-hour law's operation; provision for mediation, conciliation and arbitration, with a clause compelling full public investigation of every phase of the dispute before a strike or lock-out may be lawfully attempted, and judgment in the hands of the President of the power, in case of military necessity, to take over control of the railroads.

HEADS OF 12 RAILS PERFECT PLANS TO KEEP LINES OPEN

100,000 Guards Provided to Patrol 50,000 Miles of Track During Strike.

BIG RUSH OF TRAFFIC.

Thousands of Vacationists Cut Short Outings in Fear of Being Marooned.

Executive heads of all of the twelve railroads having terminals at New York to-day prepared actively to meet a strike situation. While the returning presidents, following their experience in Washington, expected that the Brotherhoods would weaken at the last moment, they gave directions for preparations intended to meet the first possible phase of a general strike.

All the roads arranged details for keeping the lines in operation. These details included the making of lists, by a card index system, of every man in the employ of each road who can run an engine. These cards are supplemented by others showing the names of old employees who are expected to remain at work regardless of a strike.

Presidents Underwood of the Erie, Truesdale of the Lackawanna, Smith of the Central and Vice-President Blendinger of the Lehigh Valley were the first of the officials to reach their offices from Washington to-day. Immediately following their arrival the executives of each of the lines were called into conference.

It was conceded that the crucial question was the manning of engines. The officials were confident they could move trains without the aid of the unions if the men in cabs could be provided.

MANY WILL REMAIN LOYAL, SAY OFFICIALS.

Officials claimed to have assurances from many of the engineers who have crack runs, such as the Twentieth Century, the Black Diamond and the commutation trains, that they would not go out on a strike order.

The roads which went to work to meet the expected walkout were the Baltimore and Ohio, Central of New Jersey, Lehigh Valley, Reading, Erie, Pennsylvania, Lackawanna, West Shore, New York Central, Ontario and Western, New York Central, New York, New Haven and Hartford and Long Island.

In preparing the orders for a general embargo, the roads decided to stop receiving machinery, structural steel and such items as are not immediately essential, including munitions and grain in bulk.

Under the head of preferred articles, which are to be received and moved if possible, the roads class coal for their own use, milk and other necessities of life, high class merchandise, manufacturers' products, raw materials for factories, minerals, automobiles and cattle, in the order named.

It was the general understanding that, in any event, 50,000 of the 250,000 miles of railway in the country should be kept open. To insure no interruption in the traffic thus kept open, provision was made for 100,000 guards, affording two to each mile of track.

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STATE PREPARED TO MARKET FOOD IN EVENT OF STRIKE

(Continued from First Page.)

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"The plan I have outlined is suited to an emergency which may not arise. But I feel confident in saying that if it is not a railroad which turned out to be able to get enough food into New York to care for all its millions."

P. Q. Foy, editor of the New York Daily Market Report, said to-day: "There would be a serious shortage of flour, beyond a doubt, until we got the cargoes moved here by way of the Great Lakes. We only have enough flour to last us two weeks, but others could be brought in by boat. Potatoes are on hand for three days' supply."

"If dressed meats would be up against it terribly. Meats come in and go right out again, so there never is much here. The east side would suffer a serious curtailment of live poultry, of which it consumes a half million dollars' worth a week. But boats could bring that in, after a delay. The West would have to rely upon getting its meats to the rivers and thence to the Lakes for transportation here."

His Life Span 104 Years.

MIDDLETOWN, N. Y., Aug. 30.—James Carmody is dead at his home in Maybrook at the age of 104 years. Most of his life was passed on the farm. His death was caused by a complication of diseases. His children and fourteen great-grandchildren survive.

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Views of Railways and Unions on Wilson's Anti-Strike Plan

WASHINGTON, Aug. 30.—Following is an epitome of views held by railroad managers and railroad Brotherhood chiefs on the six proposals by President Wilson:

FIRST—Brotherhoods are passive regarding any plan to enlarge membership and wider scope of the Interstate Commerce Commission. Railroads approve the suggestion.

SECOND—Brotherhoods unanimously want establishment of an eight-hour day by law. Some think such action would prevent the strike. Railroads have made their chief fight against this proposition.

THIRD—Brotherhoods do not greatly concern over appointment of a commission to study effects of an eight-hour day on operation costs. Railroads desire such a commission if the eight-hour day law is inevitable.

FOURTH—Brotherhoods oppose—in principle only—suggestion that Congress explicitly approve Interstate Commerce Commission consideration of increased freight rates; believe the roads are making enough now to grant demands. Railroads favor any move to give them increased freight rates, but are doubtful of results of such considerations.

FIFTH—Brotherhoods actively oppose an American "forcing men to work when they don't want to," which, they say, would be the result of a commission to investigate labor disputes, with the proviso that to strike would be unlawful during any investigation. Railroads specifically asked for such a commission.

SIXTH—Brotherhoods do not oppose giving the President power to operate trains in event of military necessity, provided only trains needed for military purposes are thus operated. Railroads favor any measure that will keep trains running if a strike occurs.

WHEAT DROPS ON REPORT OF GRAIN EMBARGO

Prices Slump Points When Traders Hear Pennsylvania Road Is to Tie Up Shipments.

CHICAGO, Aug. 30.—Big breaks in the value of wheat quickly followed to-day's announcements that in anticipation of a general strike an embargo on grain shipments had been ordered to take effect Saturday on the Pennsylvania Railway, one of the chief outlets from here for exports to Europe. The extreme shrinkage amounted to 4-1/4 points.

Some reaction took place before the market closed.

STRIKERS CLAIM POLICE AID STRONG-ARM MEN

Leader of Boxmakers Writes Mayor Mitchell Asking for Conference on Complaint.

Morris Waldman, President of the Paper Box Makers' Union, to-day sent a letter to Mayor Mitchell asking an appointment at which he can take up with him the alleged interference of policemen with strike pickets. After he had sent the letter on its way Waldman declared that the police are co-operating with the strong-arm men hired by the employers.

There was a fight this morning in front of a paper box factory at Spring and Mercer Streets when Anna Follick attempted to speak to a woman on her way to take a job and persuade her to quit. According to Miss Follick one of the "strong-arm" men hit her. She in turn pitched into Frances Scher, the woman on the way to work, and pulled her hair. Miss Follick was arrested and held in \$300 bail in Jefferson Market Court.

BELMONT PARK RESULTS.

FIRST RACE—Three-year-olds and up; selling; purse \$500; one mile and a half. 1. L. 120 (Bellew), 2. L. 120 (Bellew), 3. L. 120 (Bellew), 4. L. 120 (Bellew), 5. L. 120 (Bellew), 6. L. 120 (Bellew), 7. L. 120 (Bellew), 8. L. 120 (Bellew), 9. L. 120 (Bellew), 10. L. 120 (Bellew), 11. L. 120 (Bellew), 12. L. 120 (Bellew), 13. L. 120 (Bellew), 14. L. 120 (Bellew), 15. L. 120 (Bellew), 16. L. 120 (Bellew), 17. L. 120 (Bellew), 18. L. 120 (Bellew), 19. L. 120 (Bellew), 20. L. 120 (Bellew), 21. L. 120 (Bellew), 22. L. 120 (Bellew), 23. L. 120 (Bellew), 24. L. 120 (Bellew), 25. L. 120 (Bellew), 26. L. 120 (Bellew), 27. L. 120 (Bellew), 28. L. 120 (Bellew), 29. L. 120 (Bellew), 30. L. 120 (Bellew), 31. L. 120 (Bellew), 32. L. 120 (Bellew), 33. L. 120 (Bellew), 34. L. 120 (Bellew), 35. L. 120 (Bellew), 36. L. 120 (Bellew), 37. L. 120 (Bellew), 38. L. 120 (Bellew), 39. L. 120 (Bellew), 40. L. 120 (Bellew), 41. L. 120 (Bellew), 42. L. 120 (Bellew), 43. L. 120 (Bellew), 44. L. 120 (Bellew), 45. 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